

THE CHINA MAIL

[No. 9170.—JUNE 28, 1892.

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH to NEW YORK, via
OVERLAND RAILWAYS, and TOUCHING
YOKOHAMA and SAN FRANCISCO.

PROPOSED SAILINGS FROM HONGKONG
City of Peking, Saturday, July 25.
City of Rio de Janeiro, Tuesday, July 10.

THE U. S. MAIL STEAMSHIP CITY OF
PEKING will be despatched for
SAN FRANCISCO, via YOKOHAMA, on
TUESDAY, the 25th June, at 1 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.

RATES OF PASSENGE.
From HONGKONG, FIRST CLASS.
To San Francisco, Vancouver, New
Vicoria, Esquimalt, New
Westminster, Port Town-
land, Seattle, Tacoma, Port-
land, O.

To Liverpool and London \$325.00
To Paris and Bremen \$34.00
To Havre and Hamburg \$35.00

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND
CITIES, FIRST CLASS.

DESTINATION. 30 day
Tickets. Continuous
Trip. Tickets.

Kansas City, Mo., Omaha 285.00
St. Louis, Mo. 292.50 291.50
St. Paul, Minn., Minneap. 292.90

pol. Minn. 297.50 295.00
Chicago, Ill. 299.50 295.00
Milwaukee, Wis. 300.50 295.00
Cincinnati, Ohio. 302.30 31.50
Columbus, Ohio. 304.20 304.00
Detroit, Mich. 304.95 32.75
Cleveland, Ohio. 306.55 305.00
Toronto, Canada. 306.95 307.45
Pittsburg, Penn. 310.25 307.00
Niagara Falls, N. Y., Buf-
falo, N. Y. 311.00 308.50
Washington, D. C., Balti-
more, Md. 317.90 311.75
Montreal, Canada. 315.75 318.00
Philadelphia, Penn. 318.75 319.50
New York. 319.75 318.50
Boston, Mass. 321.15 317.00
Portland, Maine. 327.25 317.00

All the above Rates are in Mexican
Dollars.

Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.

Passengers by this Line have the option
of proceeding Overland by the Southern
Pacific and connecting Lines, Central Pacific
Railways, Northern Pacific or Canadian Pacific
Railways.

Return Tickets—First Class—Proposed
return ticket to San Francisco will be
issued at following rates—

4 months \$327.50
12 " \$393.75

Time is reckoned from date of issue to
date of re-embarkation at San Francisco.

Passengers who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10% from Return
Fare. This allowance does not apply to
through fares from China and Japan to
Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japanese
ports, to San Francisco, to Australia and
Inland Cities of the United States, via
Overland Railway, to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany's and connecting Steamers.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcels
Packages will be received at the office until
5 p.m., same day; all Parcels Parcels
should be marked to address in full value
of same is required.

Consular Invoices to accompany Goods
destined to points beyond San Francisco
in the United States, should be sent to the
Company's Office in Sealed Karamats,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.

Hongkong, June 6, 1892. 1004

To Let.

TO LET.

TUSCULUM, at MAGAZINE GAP.

FIRST FLOOR, No. 1, BLUE BUILDINGS,
OFFICES—2nd FLOOR, Praya Central
(hately occupied by Messrs. DUNN, MELBOURNE
& CO.).

GODOWN (under Messrs. DOUGLASS
LAWRENCE & CO.'s Office).

GODOWN, No. 1A, BLUE BUILDINGS,
SEMI-DETACHED HOUSES, at MAGAZINE
GAP.

No. 2 and 2A, STANTON STREET (corner
of the Old Bailey).

No. 8, WYNDHAM STREET (Newly Built
HOUSES at lower end of GLENALY).

Apply to:

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, June 3, 1892. 904

TO LET.

A HOUSE in KINTSFORD TERRACE,
Kowloon.

Apply to:

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, June 3, 1892. 816

NOW READY.

PRICE, \$1.00.

COMPARATIVE CHINESE-FAMILY LAW

BY E. H. PARKER.

Can be obtained from KELLY & WAZAH
at Shanghai and Hongkong, at LANE,
CHAWJOH & CO., Hongkong, and at the
New Med Office.

Auctions.



GOVERNMENT NOTIFICATION.

THE following Particulars of SALE of
GROWN LAND by PUBLIC AUCTION,
to be held on the Spot, on MONDAY, the
27th day of JUNE, 1892, at 4 p.m., are
published for general information.

By Command,

G. T. M. O'BRIEN,
Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
Hongkong, 11th June, 1892. 1086

Particulars of the Letting by Public Auction
Sale, to be held on MONDAY, the
27th day of JUNE, 1892, at 4 p.m., by
Order of His Excellency the Governor,
of Two Lots of Crown Land, in the
Colony of Hongkong, for a term of 990
years.

Particulars of the Lots.

Lot No.	Boundary Measure- ments	Per Acre	Per Foot
1, No. 1312	64' 40" 786' 33" 4,062' 40"	815	
2, No. 1313	60' 6" 61' 100' 18" 7,090' 78' 1,418'		

To-day's Advertisements.

TO LET.

HOUSES at the PEAK and at 'BELLIOS
TERACE.'

SHOP and ROOMS in 'BEACONFIELD
ARCADE,' Queen's Road,

HOUSE, No. 31, Pokfulam Road,

'WEST VILLA.'

GODOWNS in 'DUDSBELL STREET.'

ROOMS on Top Floor of No. 10, ICE
HOUSE STREET (above the 'City Club').

BUNGALOWS, 'BELLIOS' Yew-mee,
GODOWNS or OFFICES—First Floor
at back of 'MANSU HOUSE.'

Apply to

BELLIOS & CO.

Hongkong, June 23, 1892. 1107

THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.

NOR MANILA VIA AMOY.

The Co.'s Steamship
'Emeraldia'

Captain TAYLOR, will be
despatched for the above
ports on SATURDAY, the 25th Inst., at
5 p.m.

For Freight or Passage, apply to

SHEWAN & CO.,
General Managers.

Hongkong, June 23, 1892. 1106

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND
TAIWANFOO.

The Co.'s Steamship
'Tides'

Capt. H. R. GALTHER, will be
despatched for the above
ports on SUNDAY, the 26th Instant, at
Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAKE & CO.,
General Managers.

Hongkong, June 23, 1892. 1108

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship
'Koushing'

Capt. T. R. GALSWORTHY,
will be despatched as above
on or about the 28th Instant, at
3 p.m.

This Steamer has superior Accommo-
dation for Passengers.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, June 23, 1892. 1109

GLEN LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.

The Steamer
'Glencross'

Captain FRANCIS, will be
despatched as above
on or about the 29th Instant.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
Agents.

Hongkong, June 23, 1892. 1110

22 & 24, QUEEN'S ROAD
CENTRAL. 959

SHIPPING.

ARRIVALS.

JUNE 23.—

A Danish steamer, 632, Ravabek, Hai-
phong June 19, and Hoihow 21, General
—A. MARTZ.

Monmouthshire, British six, 2,800, Com-
ing New York and Singapore June 17,
General and Kerosene Oil—DODWELL,
CARLILL & SWIRE.

JUNE 23.—

Ching Ping, Chinese, from Whampoa.

Proprietary, British steamer, 1,387, W. H.
Farron, Saigon June 19, Rice—AENHOLD,
KAMERO & CO.

Lancet, British steamer, 1,564, Caco,
Saigon June 19, Rice and Paddy—ANN-
HOLD, KAMERO & CO.

Taiyuan, British steamer, from Whampoa.

Amoy, German, from Whampoa.

General, British steamer, 1,100, The
Sailor, Shanghai June 19, General—JAR-
DINE, MATHESON & CO.

REGISTRY close at 10 A.M.

The mail close at 11 A.M. Late Letters till
11.30 with 10 cents extra postage.

DEPARTURES.

JUNE 23.—

Glenaloe, for Singapore and London.

Asiatic, for Nagasaki.

Caihao, for Europe.

Haihao, for Swatow.

Titan, for Shanghai.

Monmouthshire, for Shanghai.

Takang, for Swatow.

Shanghai, for Amoy.

Other.

Shanghai, for Amoy.

Shanghai, for Nagasaki.

Omaga, for Calao.

Cebu, for Cebu.

Other.

Other.

Other.

Other.

This officers and crew of H.M.S. *Leander* will give another entertainment at Hung-Hou Docks to-morrow evening at eight o'clock.

TO-DAY Inspector Mann charged Tsing Ping, at the Magistracy, with keeping a common gambling house at 363 Queen's Road West. Mr Grist, solicitor, appeared for the defence, and was successful in securing the liberation of his client.

A cart of tropes per share is made on RMB shares. The cart is payable on 9th July. The only shareholders who need not pay it are those who at 14th June had calls in arrear. These persons are informed that their shares are forfeited.—*Straits Times*.

Messrs. Becker and Co. report that their output of gold from the Penion mine (Jui), which was 300 oz. in April, and something like the same in previous months, has dropped during the month of May to only 27 oz. We are assured that the mine is every bit as good as it was formerly, and that gold quartz in quantity is in sight, but that because of the long continued Palauh, rising it is now impossible to work the mine successfully. Many of the miners have now absconded, and others have been employed by the Government at higher rates of pay than the company can afford to give, and food is, in any case, at such a prohibitive price that it might not pay the company to keep a large labour staff, even if it could get it. The local managers at these mines are entirely satisfied that they can make working expenses and a profit, as they have done during the past few months, if the country were restored to a peaceable condition; and they are equally satisfied that if the disturbed state of the country continues the mines must be shut down and the enterprise stopped.—*Straits Times*.

At noon to-day, says the Shanghai Mercury of the 18th inst., Harmsworth's Circus was thrown into consternation. The Chinese attendants who had been left in charge became panic-stricken, for in the end came the menagerie, the famous black panther and the beautiful leopard, the mortal combat. The struggle was over not long enough for those who were fortunate enough to witness it. The panther fastened his teeth in the throat of the leopard and the fight was fierce and terrible in the extreme. To add to the awfulness of the encounter all the other animals became excited; the lions and tigers roared and rushed frantically about their cages, the monkeys kept up a terrified barking, and the huge black bears got up on their hind legs and moved furiously about, clawing at the bars of the cages and endeavouring with all their might to get out. The deadly struggle, however, was still on, with throat and breast torn in pieces, and the panther retired satisfied to take the penalty of the law for willful murder. The greatest wonder of all was that the cages stood the fearful attacks of the lions and tigers; but they had not been carefully overhauled before they were placed in the Circus there might have been a very serious occurrence to record. . . .

During the Chartered Mercantile Bank, says a good many people in Penang, principally Asiatics, were so anxious to get rid of notes in their possession that some of them, according to the *Penang Gazette*, parted with them at 20% discount. The same paper says:—A number of the know-ing Chinese shipowners of course scored by accepting these notes at that rate, while the Opium Firm, to which a large number of these people went, has been enabled to get rid of its large stock of copper in exchange for the notes tendered, which the Farmers were only too glad to accept at par. The state of affairs reached a climax of sorts at the end of the month of May, when the Bank opened a right lock this morning, (13th inst.), when shortly after, the ran countermanded, and on sight had to be placed on duty at the door to prevent the crowd from rushing in at once. The Bank, we understand, was equal to the emergency, having a large sum in cash on hand. The other Banks, too, came to its assistance, and were busy for some hours cashing the notes of the Mercantile Bank for the persons who thronged their doors. The excitement was all over by noon. The run on the Bank was not of very great proportions, for the total sum of cash paid in redemption of all the notes tendered amounted to a little over \$20,000, while the Bank, we understand, was prepared to meet the full amount of their notes at no cost to Astuties themselves, but they did not inform European. The fact of the other Bank's cashing the Chartered Mercantile Bank notes did far more, however, to restore confidence amongst the panic-stricken public than anything else.

A CORRESPONDENT writes to the *Strait Times*:—It would seem as if the recent finding of the Marine Court of Inquiry has been productive of a fresh element of confusion in the *Cardwell-Diamond* case. It has been reported that a fresh element of confusion in the navigation of New Harbour. Yesterday afternoon, while the P. & O. steamer *Thames*, carrying the heavy-laden *Cardwell-Diamond*, was proceeding slowly along New Harbour to the eastward, in order to turn in the small coasting steamer *Ho I* was passing apparently at full speed in an opposite direction. At a good distance off, the mail boat sounded a short blast of the whistle indicating "I am directing my course to starboard," but the local boat, apparently confident in its right to cross the bows, replied with two short blasts: "I am directing my course to port i.e., I am courting a collision." The *Thames*, from her position could execute no other manœuvre and continued her port port again repeating a short blast. The *Cardwell-Diamond* replied, blowing a short blast, and turned to the starboard side of the channel; but, so sooner however, had she cleared the mail steamer than she made off for the opposite shore. The position is a grave one; for the late decision has evidently created an impression that a vessel on a starboard helm and at full speed has the right of way in New Harbour, while a heavy draught ship with only steamer way is expected to keep out of her road. In the absence of any known and recognized rules for the navigation of New Harbour, the universally acknowledged rule of the road must prevail, and it is to be deplored that so ambiguous and indefinite a ruling should have been issued. The only information of the finding is the recommendation that special rules should be made for the navigation of New Harbour, but this might only further complicate matters. The rule of the road which intelligently applied is sufficient for such narrow and crowded waters as the Thanes and the Clyde, and it has always been very properly held by the harbour authority of the port, with a much wider traffic, and considerably less traffic, there exists no good reason why it should not remain in force here.

THE MURDER OF AN INDIAN WATCHMAN.

ARREST OF TWO MEN.

In consequence of information obtained by the police in the course of their investigation into the circumstances under which the unfortunate Indian, Ram Sammy, was done to death near the Happy Valley on Sunday night, Inspector Stanton, the head of the Detective Department, who has charge of the case, has arrested two men, both Indians. One is Enin Deen, a native officer at the Victoria Gaol. His fellow-prisoner is his brother, Abdoolah, who is a gaol guard in Victoria Gaol. It is believed that these are the two instigators of the dastardly and brutal crime if not the actual murderers, but it is stated that the persons who were most responsible were the smugglers, who were too strong for her. Several of her guns were disabled and one man killed, before the Captain gave the order to retire. A deafening shout rose from the junks as they left the *Tsing-pu* steam off. Fire crackers were set off and guns sounded, while their long-range guns sent several farewell shots after her.

With all speed the *Tsing-pu* proceeded to Canton and reported the affair to the authorities. Without a moment's delay the *Excellency* of the *Yung How*, a few of the local dealers as good as his word, but the bulk of the crop is inferior and the same must be paid of the *Sing Kuta*. The *Sing Kuta* has certainly the merit of being strong and some of the best tea is thick, but there is an absence of quality in them. *Kien Yung* appears to have ceased to produce tea. The *Sauchong* crop is disappointing, and yet a few crops which stand out are distinctly fine. The *Flower Peacock* compare fairly with last year's crop, excepting that there are not the clumps of extra clumps quality as in 1891.—

Price paid for the best tea is 15 per cent.

It is all the median quality.

As to all appearance, the murder

was planned with much care and in the most complete fashion, every precaution being taken to prevent the escape of the intended victim, but as all the likely witnesses are either Chinese or Indian, who as a class are notoriously addicted to duplicit and seem utterly incapable of spying their evidence free from embellishment, their stories were required to be very carefully sifted before arriving at the truth. Enin Deen, who is about 35 years of age, has been mixed up with the affairs of the deceased for some time, a fact having arisen between them on account of Enin's relations with the deceased's wife. It is alleged that Enin Deen's wife had been living with Enin Deen and that efforts were made by the latter to induce Ram Sammy to leave the Colony because he was naturally objected to his wife's conduct. But Ram Sammy refused to be sent away, and several months ago Enin Deen charged Ram Sammy with shooting at him in Queen's Road. The *Tsing-pu* proceeded to Canton and reported the affair to the authorities. Without a moment's delay the *Excellency* of the *Yung How*, a few of the local dealers as good as his word, but the bulk of the crop is inferior and the same must be paid of the *Sing Kuta*. The *Sing Kuta* has certainly the merit of being strong and some of the best tea is thick, but there is an absence of quality in them. *Kien Yung* appears to have ceased to produce tea. The *Sauchong* crop is disappointing, and yet a few crops which stand out are distinctly fine. The *Flower Peacock* compare fairly with last year's crop, excepting that there are not the clumps of extra clumps quality as in 1891.—

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was planned with much care and in the most complete fashion, every precaution being taken to prevent the escape of the intended victim, but as all the likely witnesses are either Chinese or Indian, who as a class are notoriously addicted to duplicit and seem utterly incapable of spying their evidence free from embellishment, their stories were required to be very carefully sifted before arriving at the truth. Enin Deen, who is about 35 years of age, has been mixed up with the affairs of the deceased for some time, a fact having arisen between them on account of Enin's relations with the deceased's wife. It is alleged that Enin Deen's wife had been living with Enin Deen and that efforts were made by the latter to induce Ram Sammy to leave the Colony because he was naturally objected to his wife's conduct. But Ram Sammy refused to be sent away, and several months ago Enin Deen charged Ram Sammy with shooting at him in Queen's Road. The *Tsing-pu* proceeded to Canton and reported the affair to the authorities. Without a moment's delay the *Excellency* of the *Yung How*, a few of the local dealers as good as his word, but the bulk of the crop is inferior and the same must be paid of the *Sing Kuta*. The *Sing Kuta* has certainly the merit of being strong and some of the best tea is thick, but there is an absence of quality in them. *Kien Yung* appears to have ceased to produce tea. The *Sauchong* crop is disappointing, and yet a few crops which stand out are distinctly fine. The *Flower Peacock* compare fairly with last year's crop, excepting that there are not the clumps of extra clumps quality as in 1891.—

Price paid for the best tea is 15 per cent.

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Mails.

Mails.

Intimations.

Intimations.

Merchant Vessels in Hongkong Harbour.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
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BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;

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THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
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N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON MONDAY, the 27th day of June,
1892, at Noon, the Company's
S.S. GENERAL WILDER, Captain R.
HEINZER, with MALETS, PASSENGERS,
SPECIE, and CARGO, will leave this port
as above, bound for Genoa.

Shipping Orders will be granted till 5
p.m. on the 25th June. Cargo will be
received on board until 10 a.m., Specie and
Parcels until 9 a.m. on the 27th June.

(Parcels are not to be sent on board; they
must be left at the Agent's Office.)

Contents and value of Packages are
required.

For further particulars, apply at the
Company's Office.

G. de CHAMPEAUX,
Agent.

Hongkong, June 8, 1892. 1011

MELCHERS & CO.,
Agents.

Occidental & Oriental Steam-
ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

PROPOSED SALINGS FROM HONGKONG,
(In Mexican Dollars).
FROM HONGKONG, FIRST CLASS.

TO
One way
Fars.
4
12
Mos.
Mos.

Proprietary
Return

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Chicago, Ill. 297.50 295.00

Milwaukee, Wis. 290.00 290.00

Cincinnati, Ohio 302.30 301.50

Columbus, Ohio 304.25 304.20

Detroit, Mich. 301.00 302.75

Cleveland, Ohio 306.00 306.00

Toronto, Canada 309.00 307.40

Pittsburg, Penn. 310.25 307.00

Niagara Falls, N. Y. 311.00 308.50

Washington, D. C., Baltimore, Md. 317.00 311.75

Montreal, Canada 319.75 313.00

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Special rates (first class only) are granted
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to European officials in service of China
and Japan, and Government officials
and their families.

Passengers by this Line have the option
of proceeding Overland by the Southern
Pacific and connecting Lines, Central Pacific
or Northern Pacific or Canadian Pacific.

Return Tickets—First Class.—Prepaid
return tickets to San Francisco will be
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4 months \$337.50

12 months \$339.75

Time is reckoned from date of issue
to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-
embarking at San Francisco for Japan (or vice versa) within one year will be
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All Fare-Packages should be marked to
address in full; and same will be received
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Consular Invoices to accompany Cargo
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in the United States, should be sent to the
Company's Office, addressed to the Col-
lector of Customs, San Francisco.

For further information as to Freight
or Passage, apply to the Agent of the
Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.

Hongkong, June 17, 1892. 1070

A RAMBLE THROUGH SOUTHERN
NORMOSA.—By Mr. G. T. TAYLOR.

This Article, which has been reprinted
from the China Review, contains one of the
best sketches of Formosa Life yet written.

A few roughly-executed Woodcuts are
included in the pamphlet.

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MARITIMES.
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MARSEILLES, AND PORTS
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1892

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